

WSDOT UPDATE

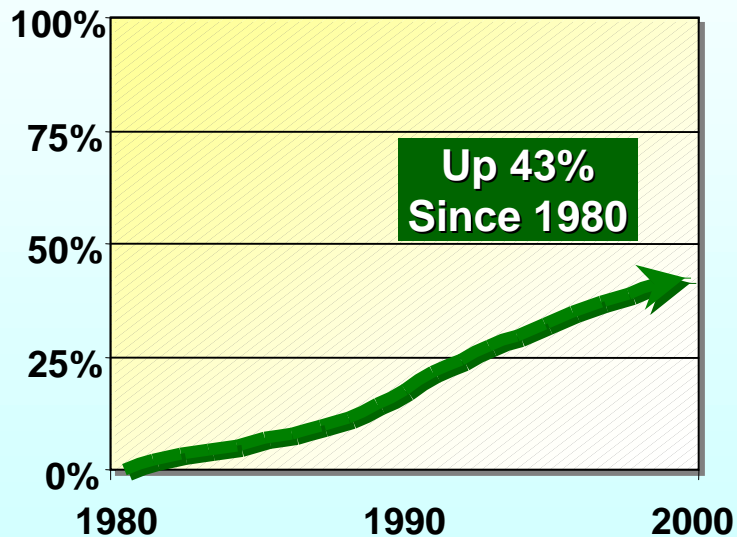


Douglas B. MacDonald
Secretary of Transportation

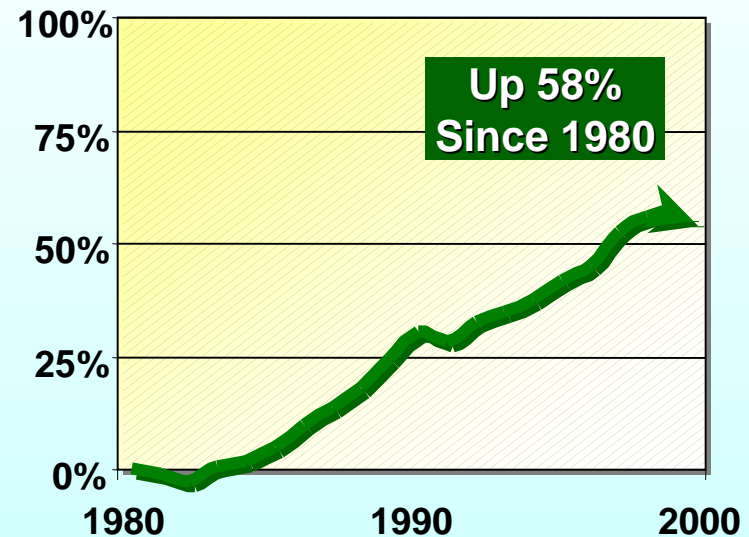
September 23, 2002

Our transportation crisis: unmet needs, insufficient investment.

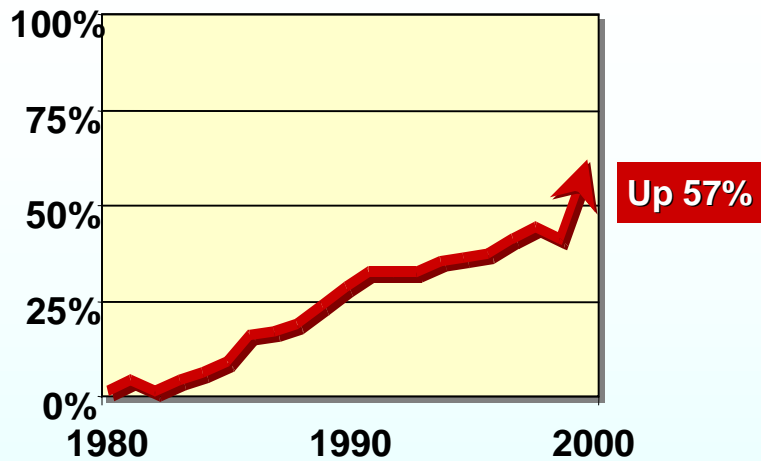
Population is up...



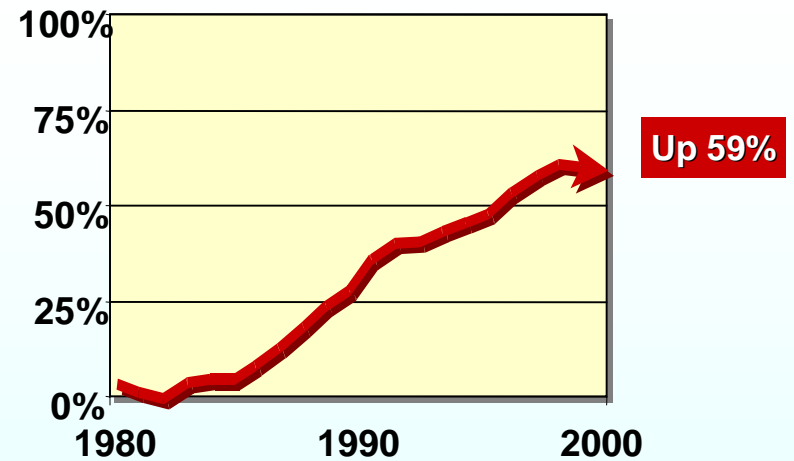
Jobs are up...



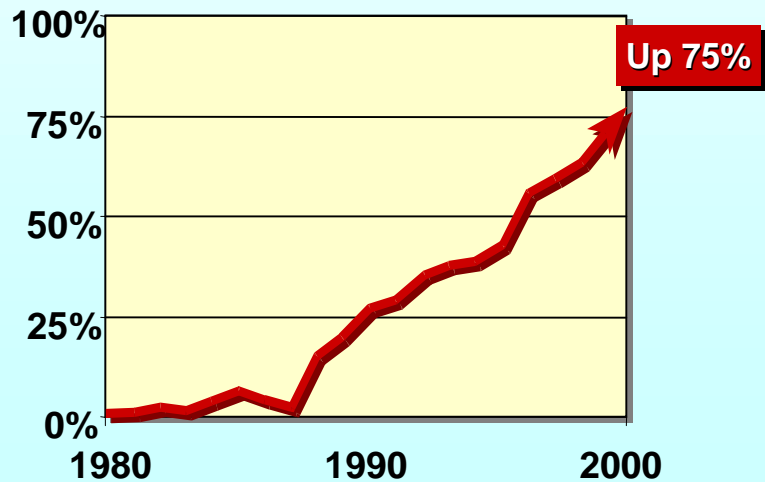
▶ **Vehicle registrations are up**



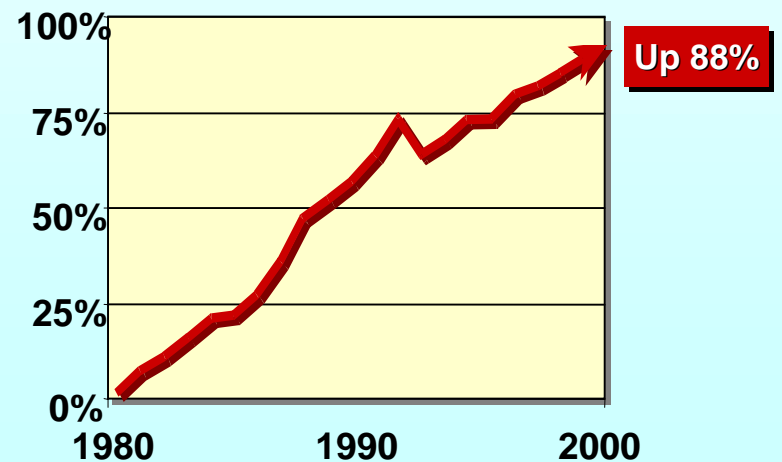
▶ **Ferry passengers are up**



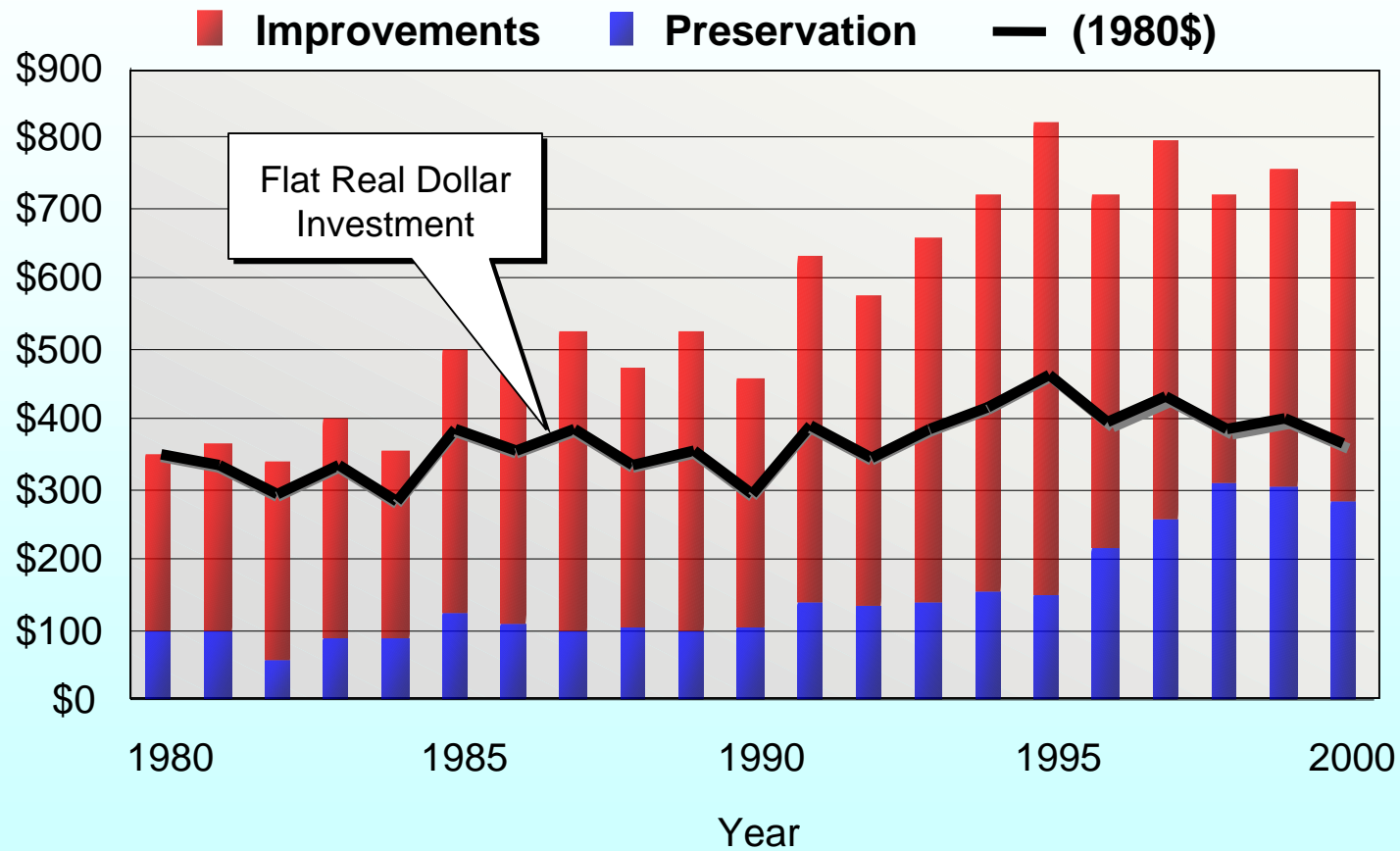
▶ **Transit and vanpool riders are up**



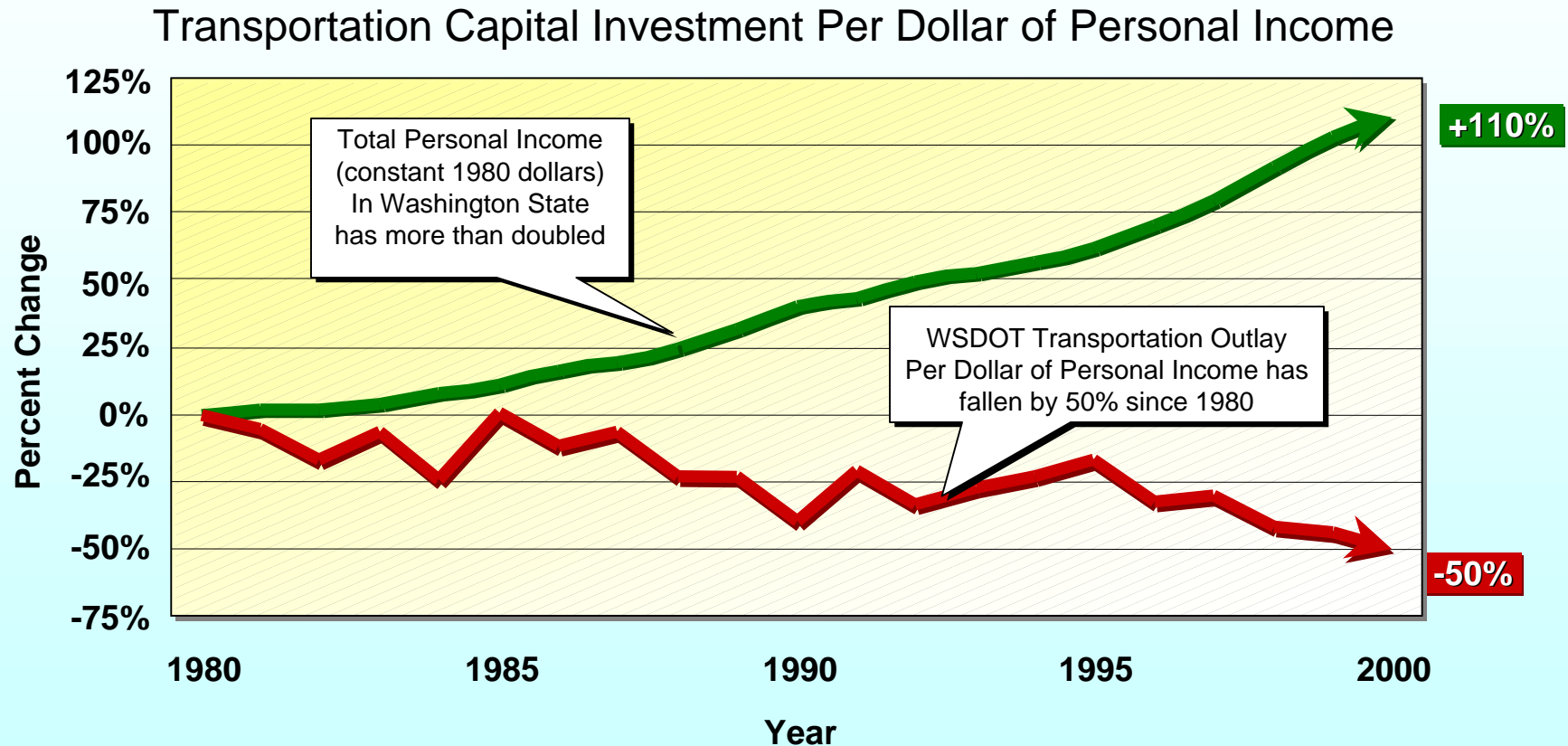
▶ **Vehicle miles are up**



But the state's investment in transportation infrastructure has not kept pace.



Transportation investment levels have fallen sharply in relation to state total personal income.



Source: Capital Outlay Expenditures by Washington State Department of Transportation, based on available data, WSDOT, 2001.

This is a statewide problem.

- ▶ Central Puget Sound is in everyone's focus.
- ▶ Clark County transportation needs are partly fueled by growth pressures from Portland.
- ▶ Western Snohomish County is in transportation crisis.
- ▶ Spokane freeway improvements are urgently required.
- ▶ Ferries need new vessels; transit needs operating support.
- ▶ Freight and goods must move efficiently and reliably.
- ▶ And on and on around the state, in every area and every transportation mode.

Pressure for change comes from every quarter.

- ▶ Beleaguered citizens.
- ▶ Businesses, merchants and shippers.
- ▶ Advocates for modes, for regions, for projects.
- ▶ State and local elected and appointed officials.
- ▶ Blue Ribbon Commission on Transportation

Change has been bogged down in a quagmire of competing values, missions, goals and objectives.

- ▶ Highways/“choices” debate.
- ▶ Taxpayer resistance/fiscal constraints.
- ▶ Environmental and growth management concerns.
- ▶ Politics in three dimensional gridlock.

The logjam began to move earlier this year but is not yet broken.

- ▶ New revenue package passed by legislature. March 2002
- ▶ Key project selection decided by legislature. March 2002
- ▶ Platform for “regional” funding and project selection. March 2002 and continuing
- ▶ Referendum vote on new revenues? Nov. 2002 ?
- ▶ Regional plan adoption? Whenever!

If Referendum 51 should pass and a regional plan be approved:

Openers

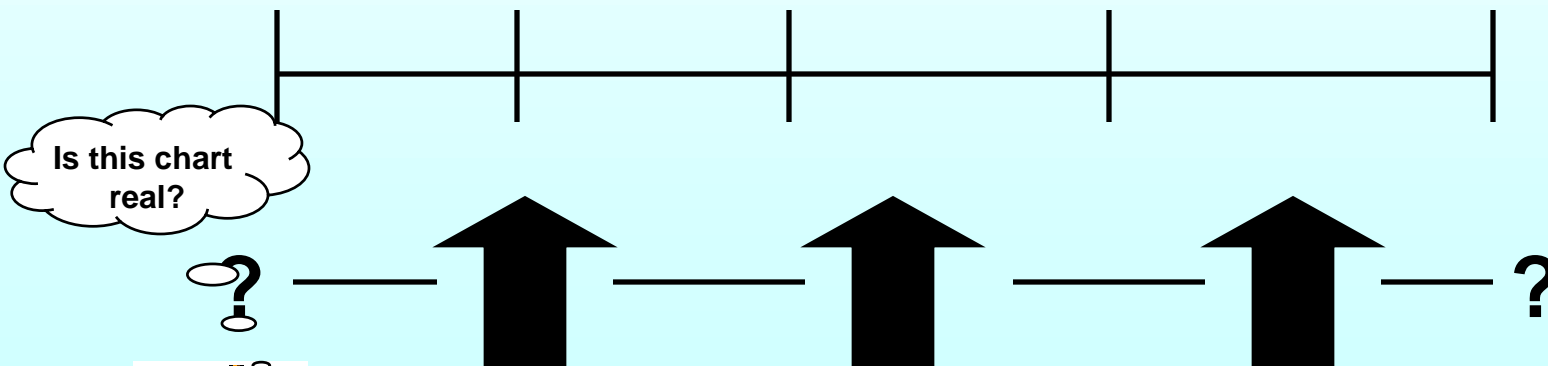
- ▶ \$800 million in funds for public transportation and transit, including direct distributions.
- ▶ \$700 million in funds for the ferry system, including operating assistance for passenger only ferries.
- ▶ \$300 million for rail investments.
- ▶ \$700 million for HOV lane completion.
- ▶ \$300 million in funds for local government transportation needs.
- ▶ Major investments in roadways, bridges and other highway needs.

Transportation in Washington State's Growth Management paradigm.

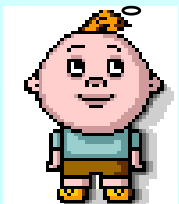
- ▶ Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- ▶ Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Can we establish any consensus on what we want?

No Growth Smart Growth Managed Growth Sprawl Unconstrained Build Out



Is this chart real?

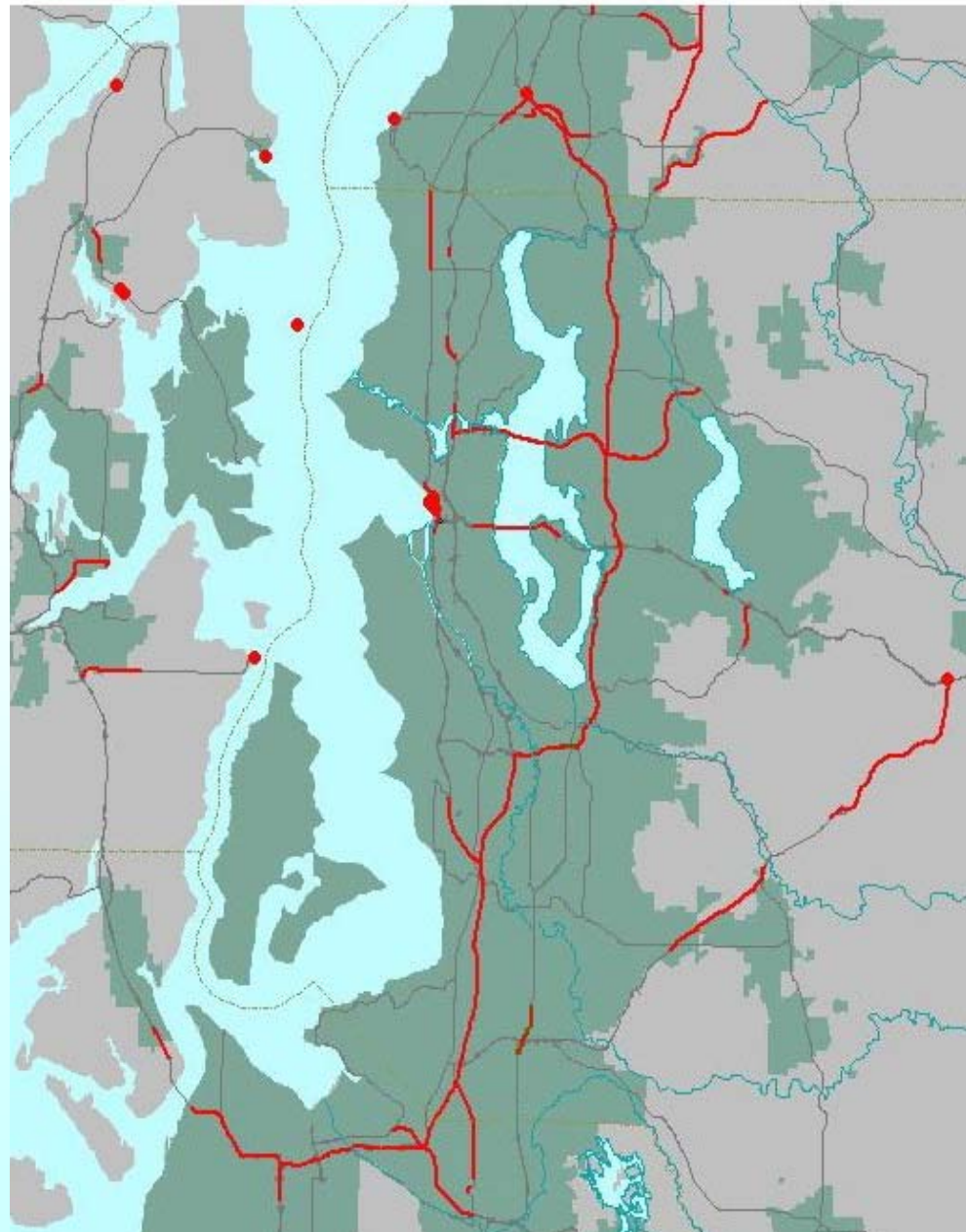


Puget Sound R-51 Projects

**42 within urban growth
areas**

**5 outside urban growth
areas**

- Ferry / Highway Point Projects
- R-51 Projects
- Urban Growth Area



Source: Referendum 51 projects, Washington State
Department of Transportation, 2002.

I-405 Corridor Vision.

- ▶ Community based decision process.
- ▶ Connects 8 urban centers.
- ▶ Assists concurrency objectives in locales desiring additional density.
- ▶ Improves freight access to warehouse, distribution centers.
- ▶ Supports multimodal transportation investments in transit centers, vanpooling, high capacity bus, rapid transit.
- ▶ Supports stormwater retrofit for water quality improvements.

PSRC Vision 2020 Award for achieving region's growth and transportation strategy

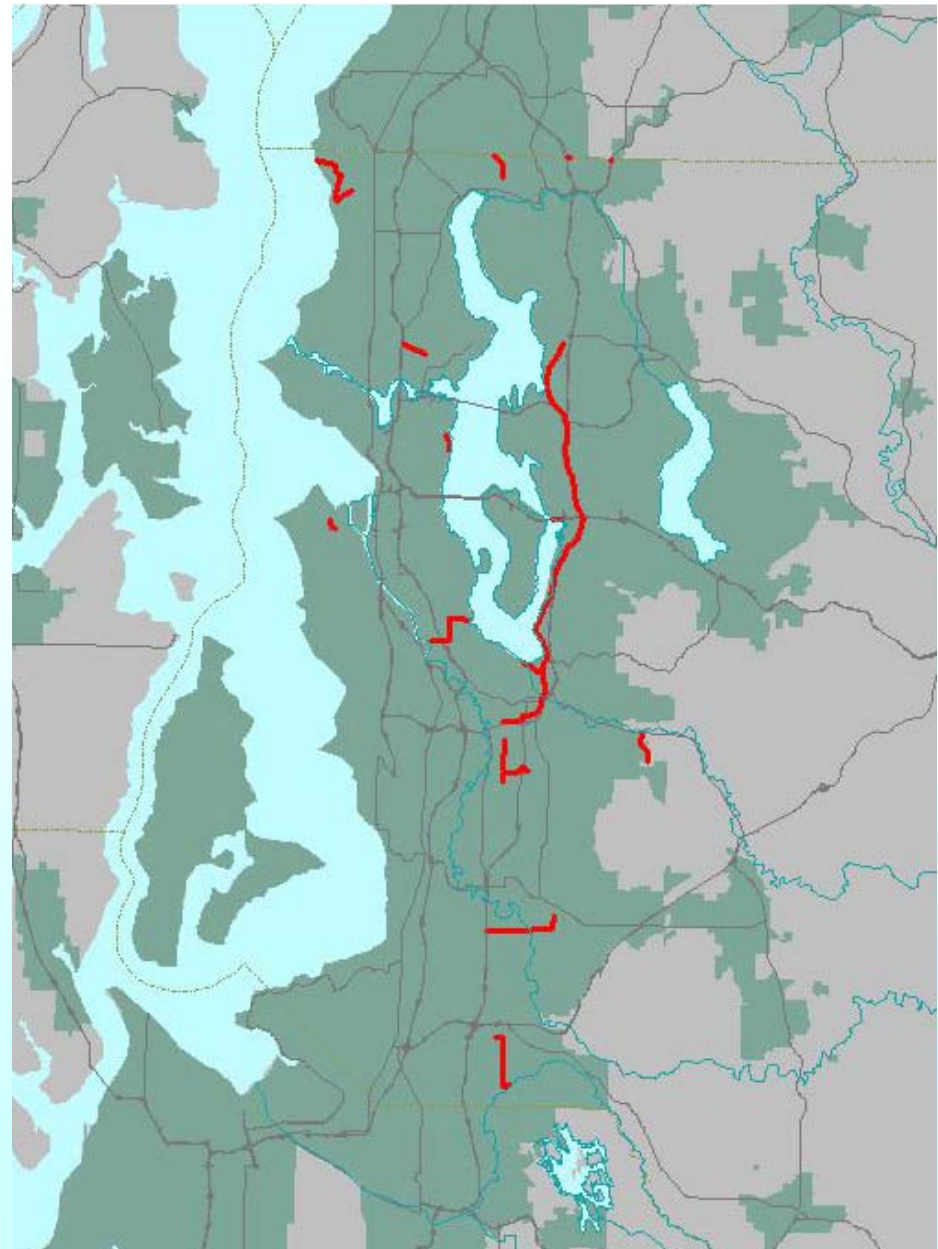
I-405 “Starter” investments to provide bottleneck relief.

- ▶ Cut frustration and congestion.
- ▶ Cut waste of fuel.
- ▶ Cut pollution spewing from bumper-to-bumper traffic.
- ▶ Cut losses to personal and business productivity.
- ▶ New lanes north and south at I-90 bottleneck.
- ▶ New lanes to free-up the “Kirkland” crawl.
- ▶ Improvements to the I-405/SR-167 interchange – everyone’s first recommendation for bottleneck relief.

Map of I-405 Corridor Program?

**No—It's King County
Metro's Wastewater
Capital Improvement
Program Conveyance
System Projects**

— CIP 2003 - 2008 Conveyance Projects
■ Urban Growth Area



Source: 2003 - 2008 King County Wastewater
Treatment Division, Capital Improvement Program
Projects.

Where do we go from here?

- ▶ A balanced transportation program.
- ▶ Responsive to today's needs and opportunities.
- ▶ Progressively directed.
- ▶ A platform from which to build consensus and move forward.